

PLANNING & DEVELOPMENT SERVICES DEPARTMENT REPORT

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DATE: May 3, 2001

TO: Orange County Zoning Administrator

FROM: Planning and Development Services Department/Current Planning Services Division

SUBJECT: Public Hearing on Planning Application PA01-0007 for Site Development Permit

PROPOSAL: Construction of a 66-unit condominium complex and a model homes sales facility on a 4.6-acre parcel in Planning Area 3 of the Ladera Planned Community. The proposed project is for the construction of 22 buildings, each with three dwelling units. A public hearing is required for this proposal because the applicant is requesting use of adjacent public street parking as provided for by Area Plan PA-99-0200. Parking for 176 vehicles is provided utilizing both on-site and on-street parking.

LOCATION: The Ladera Planned Community is located in southeastern Orange County. The project site is located south of Crown Valley Parkway, west of Antonio Parkway. Fifth Supervisorial District.

APPLICANT: John Laing Homes
DMB Ladera, LLC, property owner and master developer of Ladera Ranch
Planning Solutions, Inc., Jay Bullock, agent

William V. Melton, Project Manager
Phone: (714) 834-2541 FAX: (714) 834-4652

SYNOPSIS: Current Planning Services Division recommends Zoning Administrator approval of PA01-0007 subject to the attached Findings and Conditions of Approval.

BACKGROUND:

The project site is vacant and graded. This area of the Ladera PC is being marketed as the *Village of Avendale*. The applicant proposes the construction of 66 condominium units in 22 buildings. Each building has three units, with 2 two-story town home type units each with a two-car garage; and, a one-story carriage unit above the garages with a one-car garage and a one-car carport. The dwelling units range in size from 2-bedroom/2 baths at 1,375 square feet to 3-bedroom/2 ¼ baths at 1,964 square feet. Each condominium unit is provided a two-car garage. The condominium units and buildings are identical to those units proposed under PA01-0013 by the same project developer. The model units for this proposal are also to be used for the sales of the dwelling units proposed in PA01-0013.

The project as proposed conforms to all site development standards and the Ladera PC allows this proposal to be processed through an administrative site development permit. However the applicant requests to use on-street parking on a public street. The parking regulations of the Ladera PC permit

limited on-street parking (as amended by PA99-0200 for Area Plan AP99-09) provided the proposal is approved by the Zoning Administrator at a public hearing. The required parking for this proposal, including guest parking, is 168 spaces. Total parking provided for this proposal is 176 spaces. Included in that total are 132 covered spaces, 29 on-site open spaces and 15 on-street parking spaces as shown on the chart on page 4 of this report. Area Plan AP99-09 amended the parking regulations to permit the use of on-street parking for overall parking requirement fulfillment, provided approval of a Site Development Permit was through the public hearing process by the Zoning Administrator. Additional discussion of the on-street parking is presented further in this report.

SURROUNDING LAND USE:

Direction	Planning Area	Land Use Designation	Existing Land Use
Project Site	3, Sub Area B	Residential	Vacant, graded
North	3, Sub Area B	Residential	Vacant, graded, future residential
South	3, Sub Area B	Residential	Vacant, graded, future residential
East	3, Sub Area B	Residential	Vacant, graded, future residential
West	3, Sub Area B	Residential	Vacant, graded, future residential

REFERRAL FOR COMMENT AND PUBLIC NOTICE:

A Notice of Hearing was mailed to all owners of record within 300 feet of the subject site. Additionally, a notice was posted at the site, at the 300 N. Flower Building and as required by established public hearing posting procedures. A copy of the planning application and a copy of the proposed site plan were distributed for review and comment to nine County Divisions. As of the writing of this staff report, no comments raising issues with the project that could not be addressed through the conditions of approval have been received from other County divisions.

CEQA COMPLIANCE:

The proposed project is covered by Final EIR 555, previously certified on October 17, 1995, and Addendum PA010007 (Exhibit 2). Prior to project approval, the Zoning Administrator must find this EIR and Addendum adequate to satisfy the requirements of CEQA. Appendix A contains the required CEQA Finding.

DISCUSSION/ANALYSIS:

The purpose of a Site Development Permit for this proposal is to verify that the proposal conforms to the site development standards of the applicable Ladera PC regulations. Architecture was also reviewed and

found to conform to the design guidelines of this planning area. The project design is towards a traditional concept where a majority of the homes have the entrance adjacent to the exterior street and the garages are entered from an alley or interior driveway. Staff review of this proposal determined that the proposal does conform to the overall theme of the traditional home concept and to development standards as shown in the chart below.

Development Standard	Required	Proposed
Building site area	5,000 sq. ft.	194,100 sq. ft.
Area per unit	1,000 sq. ft.	3,346 sq. ft.
Building height	35 feet	35 feet
Building site coverage	60%	36%
Setback	10 feet	10 feet
Usable open space	10 %	42%
Total parking	168 spaces	176 spaces (44 open including 13 guest)
On-site	--	161 (132 garage)
Off-site, on-street	--	15

Model Home Sales Complex

A model homes sales complex is proposed for this project. The complex is located south of Delphinium Street, between Trumpet Vine Street and N. Sellas Road. Access to the complex is from Trumpet Vine Street. The model homes and sales office is located in what will become units 40, 41 and 42. A parking area for ten cars is located where the building holding units 42, 43 and 44 will be located. The model complex also includes the typical informational and directional signage along with flags and pennants (a total of ten). The total time permitted for a model complex is three years. This includes an initial approval period of two years with an extension of time that may be granted not to exceed a period of additional year. The applicant proposes to use this model complex for the sales of homes at a proposed second site being processed under Planning Applicant PA01-0013. The second development is located south of the model site and is also on Sellas Road.

On-street Parking Credit (AP99-09)

The purpose of the public hearing requirement for this Site Development Permit is based on the amendment to the off-street parking regulations for Planning Sub-Area 3B. Planning Application PA99-

0200, which was an area plan amendment (AP99-09), was approved by the Planning Commission on January 11, 2000. AP99-09, among other things, permits limited street parking on certain adjacent public streets to satisfy the project's parking requirements, provided the project conforms to certain design guidelines, referred to as *Traditional Neighborhood Design*, and is reviewed and approved by the Zoning Administrator at a public hearing. Exhibit 2 is a chart of the design guidelines and how this project demonstrates compliance with the Area Plan design requirements.

For this proposal, three streets are utilized for on-street parking; N. Sellas Road, Delphinium Street and Sklar Street. Avendale Blvd. also borders the site, but this street cannot be used for parking credit. The following chart shows the available parking on the border streets and the number of parking spaces that can be used in the parking calculations for this proposal.

Street	Parking spaces	Allowed credit	Allowed parking spaces
N. Sellas Road	18	40%	4*
Delphinium Street	4	60%	1*
Trumpet Vine St.	1	60%	0
Gloxinia Street	4	60%	0*
Sklar Street	18	60%	10
Total	45	--	15
* Allowed number of parking spaces is less than the allowed credit because of the grade differences between the street parking level and the building pad level			

Street parking is also controlled by the amount of traffic on a given street (expressed as ADT or Average Daily Traffic). The area plan contains a condition that a site specific traffic study for on-street parking be submitted prior to the approval of any Site Development Permit which proposes to utilize on-street parking. In conformance with that condition, the applicant maintains a traffic study that is reviewed by the County on a regular basis. The traffic study for this proposal indicates that N. Sellas Street has between 1,000 and 3,000 ADT. The parking regulations as amended by Area Plan AP99-09 allows up to 40% of the available street parking may be credited to the sites required parking requirement. Delphinium Street and Sklar Street have up to 1,000 ADT. The parking regulations as amended by Area Plan AP99-09 allows up to 60% on these two streets.

The chart above demonstrates the allocated allowable credit provided on each street in accordance with the Area Plan approval. It is also noted that only the side of the street adjacent to the project can be used for on-street parking credit. Included as Exhibit 2 of this report, is a chart showing the conditions for allowing on-street parking and a brief discussion describing how these conditions are satisfied for this proposal.

In addition to the on-street parking using ADT shown above, AP99-09 also has a provision that permitted on-street parking is capped at a certain level based on project density. Based on this project's density of 14.3 dwelling units per acre, the proposed project is capped at 0.6 public street parking spaces per unit, or 40 spaces serving 66 dwelling units. The proposed 15 on-street parking spaces based on the ADT is also consistent with this secondary cap of 40 spaces. Since the proposed 15 on-street parking spaces based on the ADT method is lower than that permitted by the density method, then the 15 ADT spaces is the maximum allowed credit available under the area plan.

Project Design

The applicant uses a project design of a cluster of three dwelling units per building. Two of the units are the townhouse design with a first and second level. These units face the exterior and interior streets. The front entrance to each of the units is from exterior or interior streets with garage access (a two-car garage for each unit) from the project's interior alley system. The third unit is marketed as a carriage unit and is a single story "flat" located above building's garage area. This unit is provided a single car garage and a single car carport. The entrance to the flat is through the carport to an entry vestibule and then stairs up to the living area. This carport area is accessed from the alley system of the complex with no direct access to a street or sidewalk.

The original plans submitted indicated that the carport was 11 feet wide. While the carport exceeds the standard width for a carport (or single car garage) by one foot, it did not appear to provide, in staff's opinion, for an adequate entranceway to the carriage unit above. Staff also had a concern for guests visiting the site and not being able to locate this unit from the adjacent public street. Staff discussed this concerns with the applicant. The applicant also shared this concern and revised the carport entrance to the carriage unit. The applicant submitted revised plans that now have a carport that is over 13'-8" in width. This was accomplished by reducing the width of the other garages in each building. The final width of these garages conforms to zoning code standards. This revision provides a standard carport width of 10 feet and a walkway 3'-8" in width. This walkway will have a texturing or design to distinguish it from the parking area. Additionally, the applicant will be providing additional signage to help direct visitors to this carriage unit. Staff feels that this revision to the original site plan is a great improvement. Conditions have been included that address the carport/unit entrance.

CONCLUSION:

Based on the review of the proposal and the revision to the carriage unit entrance, staff finds that the proposed 66-unit condominium with the model homes sales complex proposal and the associated on-street parking credit request conforms to all applicable regulations for Planning Area 3B of the Ladera PC and applicable Area Plans. As noted, this proposal will provide the model homes and sales office for the applicant's project being processed under PA01-0013. Staff supports the proposal as revised and makes a recommendation as follows.

RECOMMENDED ACTION:

Current Planning Services Division recommends the Zoning Administrator:

- a. Receive staff report and public testimony as appropriate; and,
- b. Approve Planning Application PA01-0007 for Site Development Permit subject to the attached Findings and Conditions of Approval.

Respectfully submitted

Chad G. Brown, Chief
CPSD/Site Planning Section

WVM

Folder: Ladera/PA01-0007 Staff 5-3-01

APPENDICES:

- A. Recommended Findings
- B. Recommended Conditions of Approval

EXHIBITS:

1. Applicant's Letter of Explanation
2. Chart of Ladera PC parking regulations for on-street parking as amended by AP99-09
3. Site Plans

APPEAL PROCEDURE:

Any interested person may appeal the decision of the Zoning Administrator on this permit to the Orange County Planning Commission within 15 calendar days of the decision upon submittal of required documents and a filing fee of 760.00 filed at the Development Processing Center, 300 N. Flower St., Santa Ana.